PACIFIC RAILWAY & NAVIGATION CO.

7

TIME TABLE

To Take Effect Sunday, November 30th, 1913, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

D. W. CAMPBELL,
President.

L. R. FIELDS,
Superintendent.

PACIFIC RAILWAY & NAVIGATION CO.

Capacity of Sidings in cars and location of water, fuel, telephone and turning stations.	EASTWARD						DISTANCE FROM HILLSBORO	Time Table No. 7 November 30, 1913	STATION NUMBERS	WESTWARD					
	2d CLASS		FIRST CLASS							FIRST CLASS				2d CLASS	
		60				40				39				59	
		Way Freight				Passenger				Passenger				Way Freight	
		Daily Ex. Sun.				Daily		STATIONS		Daily				Daily Ex. Sun.	
		AM L				AM L				PM A				PM A	
25 WYFP		7.30				7.00	91.2	DR **TILLAMOOK**	91	s 4.15				3.40	
								4.5							
8		7.48				f 7.15	86.7	IDAVILLE (Spur)	86	f 4.00				3.20	
								1.8							
11		8.05				s 7.22	84.9	D BAY CITY (Spur)	84	s 3.50				3.10	
								1.9							
		8.15				f 7.29	83.0	HOBSONVILLE (No Sidg)	82	f 3.39				3.00	
								2.9							
		8.30				s 7.40	80.1	GARIBALDI (No Sidg)	80	s 3.28				2.45	
								1.2							
6		8.40				s 7.45	78.9	BARVIEW (Spur)	78	s 3.21				2.40	
								2.0							
		8.47				f 7.52	76.9	OCEAN LAKE PARK	76.8	f 3.14				2.30	
								0.2 (No Siding)							
3		8.55				f 7.53	76.7	TWIN ROCKS (Spur)	76.5	f 3.12				2.25	
								0.5							
		9.00				s 7.55	76.2	SALTAIR (No Siding)	76	s 3.09				2.20	
								0.4							
2		9.05				f 7.57	75.8	D ROCKAWAY	75.8	f 3.05				2.15	
								0.7 (Spur)							
16		9.10				s 8.00	75.1	LAKE LYTLE (Spur)	75	s 3.01				2.10	
								0.8							
5		9.15				f 8.03	74.3	MANHATTAN BEACH	74	f 2.57				2.05	
								3.3 (Spur)							
15		9.35				f 8.15	71.0	BRIGHTON	71	f 2.45				1.45	
								2.3							
25 W		9.50				s 8.24	68.7	D WHEELER	68	s 2.37				1.30	
								2.5							
10 T		10.00				s 8.34	66.2	MOHLER	66	s 2.25				1.10	
								6.0							
25		10.30				f 8.54	60.2	BATTERSON	60	f 2.05				12.40	
								5.2							
45		10.50				f 9.12	55.0	RECTOR (Spur)	55	f 1.48				12.15	
								4.0							
4		11.10				f 9.26	51.0	SALMONBERRY (Spur)	51	f 1.33				PM 11.55	
								5.0							
25 T		**11.35**				f 9.43	46.0	D ENRIGHT	46	f 1.15				**11.35**	
								5.8							
17		PM 12.05				f10.04	40.2	MAYO	40	f12.54				11.00	
								5.2							
22 WT		**12.35**				s **10.30**	35.0	COCHRAN	35	s **12.35**				**10.30**	
								3.2							
8		12.55				f10.45	31.8	WEDEBURG	32	f12.19				9.55	
								3.6							
33 WP		1.25				¶11.00 11.20	28.2	D TIMBER	28	12.01 PM ¶11.40				9.25	
								1.6							
14 Y		1.35				f **11.30**	26.6	CASTOR CREEK	27	f **11.30**				8.58	
								3.1							
16		1.55				f11.42	23.5	STRASSEL	24	f11.18				8.45	
								3.3							
25		2.15				f11.54	20.2	SCOFIELD (Spur)	20	f11.03				8.30	
								3.1							
225		2.35				PM f12.05	17.1	HARE'S (Spur)	17	f10.52				8.15	
								0.8							
30 WP		2.45				s12.09	16.3	D BUXTON	16	s10.50				8.10	
								2.1							
20		3.00				f12.15	14.2	MANNING (Spur)	14	f10.43				7.55	
								0.8							
5		3.05				f12.18	13.4	CARSTENS (Spur)	13	f10.41				7.52	
								1.8							
6		3.12				f12.24	11.6	DAVIES (Spur)	12	f10.36				7.46	
								1.8							
15		3.30				s12.29	9.8	D BANKS	10	s10.31				7.40	
								2.2							
7		3.42				f12.37	7.6	ROY (Spur)	8	f10.25				7.30	
								2.4							
11		3.56				f12.45	5.2	SCHEFFLIN (Spur)	5	f10.19				7.23	
								1.0							
3		4.02				f12.50	4.2	BAGLEY (Spur)	4	f10.16				7.20	
								3.8							
25							0.4	MAIN STREET	1	s10.05					
								0.4							
40 WYPF		4.30				s 1.05	0.0	DR **HILLSBORO**	0	10.02				7.00	
		PM A				PM A				AM L				AM L	
		Daily Ex. Sun.				Daily		91.2		Daily				Daily Ex. Sun.	
		9.00				6.05		Time Over District		6.13				8.40	
		10.01				14.98		Average Speed per Hour		14.76				10.55	

Westward Trains are superior to Trains of the same class in the opposite direction (see Rule 72).
Additional flag stops: West Timber, M: P. 29.4; Maples, M. P. 56; Lynbrook, M. P. 62; Foley, M. P. 64.7.

SPECIAL RULES ☞ "SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS

Hillsboro. Tillamook.

WATCH INSPECTORS

Webb C. Ball........................General Time Inspector........................San Francisco
J. H. Hoffman........................Local Watch Inspector........................Hillsboro
E. Jenkins........................Local Watch Inspector........................Tillamook

BULLETIN STATIONS

Hillsboro. Tillamook.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same before delivery in blank space following "signal is out for."

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

AIR BRAKE TESTS AND INSPECTION

In addition to the usual inspection of air brakes after making up, setting out cars from or adding cars to the train, or after change of engines, and before descending heavy grades, engineer will sound one long blast of the steam whistle, rear brakeman or conductor will then proceed to apply the brakes by opening cock at rear end of last car in train gently, only allowing enough air to escape to apply the brakes slowly and firmly. Engineer should watch gauge, and if proper reduction made in train line, he will acknowledge same by two short blasts of the steam whistle. This test will also be made on all trains at Cochran and eastward trains at Timber.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Timber, Cochran and Enright.

Train crews should make careful inspection of trains at any point where trains stop or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

Retainers must be turned up on passenger and freight trains westward, from Cochran to Enright; eastward, from Cochran to Timber and Tunnel 1 to Buxton.

SPEED RESTRICTIONS

Trains must be under control when descending grades, approaching bluffs or other points where slides are liable to occur.

Engines running backwards between Buxton and Wheeler must not exceed ten miles per hour. Between Buxton and Hillsboro and between Wheeler and Tillamook, fifteen miles per hour.

The follwoing speed table is for information of engineers and must not be considered in any way to authorize exceeding speed limits specified above:

Hillsboro and Buxton........................Passenger and Light Engines, 30 Freight, 20
Buxton and Timber........................Passenger and Light Engines, 25 Freight, 15
Timber and Enright........................Passenger and Light Engines, 20 Freight, 15
Enright and Tillamook........................Passenger and Light Engines, 25 Freight, 20

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	19	3.9	27	2.13	35	1.42	43	1.23
8	7.30	20	3	28	2.8	36	1.40	44	1.21
10	6	21	2.51	29	2.4	37	1.37	45	1.20
12	5	22	2.43	30	2.0	38	1.34	46	1.18
15	4	23	2.36	31	1.56	39	1.33	47	1.16
16	3.45	24	2.30	32	1.52	40	1.30	48	1.15
17	3.31	25	2.24	33	1.49	41	1.27	49	1.13
18	3.20	26	2.18	34	1.45	42	1.25	50	1.12

YARDS

All trains must be under control within yard limits as listed below; see Rule 93:
HILLSBORO BUXTON TIMBER COCHRAN WHEELER TILLAMOOK

Rule 93 will govern the movement of P. R. & N. trains using S. P. tracks at Hillsboro.

MISCELLANEOUS

Location of water tanks between stations.—M. P. 53.7 and M. P. 42.5

All trains consisting of more than 20 cars will cut off engines to take water, and also cut off way cars before spotting.

Flues of engines must not be sanded in tunnels or while crossing overhead bridges.

Engines in helper service must not be coupled tender to tender.

COMMERCIAL SPURS NOT SHOWN ON TIME TABLE

Jetty Spur Mile Post 72.2
Wirf's Mile Post 19.
O. K. Logging Spur 0.5 mile east Cochran.
Quarry Spur Mile Post 81.2.
Christianson Spur Mile Post 24.2.
Bailey's Mill 5.5 miles west Cochran.
Seaview 800 feet west of Lake Lytle.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

Name.	Title.	Location.	District.
DR. F. K. AINSWORTH	Chief Surgeon and Manager	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. J. P. TAMIESIE	Consulting Surgeon	Hillsboro	Hillsboro and Buxton.
DR. R. ERWIN	District Surgeon	Hillsboro	
DR. W. B. MUNFORD	Emergency Surgeon	Banks	
DR. V. L. HAMILTON	Emergency Surgeon	Wheeler	
DR. R. T. BOALS	District Surgeon	Tillamook	Tillamook to Buxton.

C. W. MARTYN, Assistant Superintendent........................Portland, Ore.
F. M. SIEFER, Assistant Superintendent........................Portland, Ore.
G. C. MORRIS, Assistant Superintendent........................Portland, Ore.
C. H. SPENCER, Assistant Superintendent........................Portland, Ore.
G. WILD, Assistant Superintendent........................Portland, Ore.
F. HANSSEN, Assistant Superintendent........................Portland, Ore.